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A
C O R R E C T
N A R R A T I V E

OF THE LOSS OF THE

EARL OF ABERGAVENNY

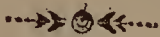
EAST INDIAMAN,

J. WORDSWORTH, ESQ. COMMANDER,

WHICH FOUNDERED IN

WEYMOUTH ROADS,

On Tuesday Night, February the 5th, 1803.



By G. A. BURGOYNE, Esq.

Cornet in the 8th Regiment of Light Dragoons.



Weymouth:

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C O R R E C T

N A R R A T I V E, &c.

AS two or three pamphlets of the loss of the Abergavenny have been published, which I know to be erroneous, and having been myself one of those who were so providentially saved by gaining the mizen top, I flatter myself, that the public will credit my Narrative before those that have been already circulated.

The Earl of Abergavenny, Capt. Wordsworth, was one of those ships that so gallantly beat off

Admiral Linois, in the China seas ; she was fitted out in the river for Bengal, there to load with Cotton for the China Market, which had she reached, she would have made the Captain's fortune ; but unfortunately, there was a fatality attended this ship from the time of her sailing from the river. She arrived at the Motherbank about the latter end of January ; about the 27th or 28th the King's and Company's Troops were embarked, under the command of Lieutenant Gustavus Hippisley, of the 8th Light Dragoons. On Friday the 1st of February, we sailed under convoy of the Weymouth Frigate, Captain Draper, with the following ships, Wexford, Henry Addington, Bombay Castle, Royal George and two Whalers. The Warren Hastings having received most material damage by running foul of us in the Downs, was obliged to stop behind to repair her damage ; we also was much hurt by our cat head and head rails being carried away ; but our damage being such as was easily repaired, did not hinder us from pursuing our voyage. We got thro' the Needles late at night, and then lay to to put the Pilot on board his sloop, but she not having returned from Portsmouth with Mr. Baggot, the Chief Mate, Mr. Wordsworth, 3d Mate, Ensign Whitlow, of

the 22d Foot, and Lieut. Hippisley, of the 8th Light Dragoons, who had gone in her to Portsmouth to purchase some things, we therefore were under the necessity of putting the Pilot on board of another boat, for his passage to Cowes. In the night several blue lights were observed, supposing them to be from the Frigate, but proved afterwards from the Wexford : we lay to best part of the night, and in the morning the Frigate was not to be seen ; Captain Clarke, of the Wexford, being the oldest Captain, was of course Commodore, we therefore were under his command, and obeyed his signals accordingly. From having a fair wind, it unfortunately changed foul, and blew extremely hard from the southward and westward, with a heavy sea—made several tacks in expectation of overtaking the Frigate, but all in vain. On Sunday the 3d, it got more moderate, and being off the Race of Portland, saw a sloop steering towards the ship,—lay to for her, and observed Mr. Baggot, Mr. Wordsworth and Mr. Whitlow, on board, they having paid forty guineas to regain their ill fated ship ; Lieutenant Hippisley luckily lost his passage.—At 11 A. M. made sail ; in the evening it blew hard, reefed the topsails. On Monday the 4th, strong gales and

squally—furled the mizen topsail—struck top-gallant masts and got the jib boom in—wind W.—lost sight of the Indiamen—soldiers and passengers sea sick—a heavy rolling sea. On Tuesday, the fatal day, strong breezes and cloudy—saw the Indiamen—at one the Wexford made the signal for those ships that had Pilots on board to proceed to the nearest port, our ship being the sternmost, was the last who got a Pilot ; between two and three a Pilot came on board, we then steered for Portland Roads, let the reefs out, loosed the mizen topsail and got the jib boom out. About the hour of five the wind died away, and the ebb tide setting fast on the Shambles, drove us to the westward ; a sea struck the ship on her quarter, and broached her to with her head to the northward, she then struck, and kept striking violently until she had beat over the shoal, which was about half past seven o'clock—fired many guns as signals of distress. While on the Shambles she had four feet water in her hold, and kept it to that height for a considerable time, when the large pumps broke, and while the carpenter was repairing them, the water gained so fast on the other pumps, that even bailing as well as pumping, I saw was in vain.—

A little before eight o'clock, the wind veered round to the eastward—eleven feet water in the hold—crew, troops and passengers pumping and bailing—having some hollands on board, I served each man pumping and bailing, with a dram to cheer their drooping spirits. At eight a sloop sent her boat, and took Mr. and Miss Evans, Miss Jackson, Mr. Routledge, Mr. Maxwell and Mr. Taylor, a Cadet, on board, and promised to return and take the passengers out, but was prevented by the short lop of the sea, the wind still blowing very hard. Mrs. Blair, who was going out to India to settle some affairs of her husband's, was entreated to go in the same boat, but in vain, she thought herself, as well as many others, safer on board than in the boat; by which she lost her life. Put the helm hard a starboard, but the ship being water logged, would not answer her helm—lowered down the main and mizen topsails, and made all sail forward to pay her head off in shore—found the ship settling fast—fired more guns, and hoisted four lights at the mizen peak.

It is mentioned in a late pamphlet, that they could not hoist the boats out without laying the

main-topsail a back, which would have hindered her progress in getting on shore. This was not the case; for as I have mentioned before, the after sails were lowered down, by which the main yard might have been squared, and the boats got out. I myself having been at sea for several years, must know, and will appeal to any person that is a seaman, that if you want to pay a ship's head round off, you must square your after yards, therefore instead of impeding her, it was assisting her; besides, there was a cutter hanging to the starboard quarter which was never attempted to be lowered down, that boat went down with the ship.

At half past nine the loss of the ship was evident, it was then time to think of saving one's life.—I was at the time the ship was sinking, close to the Captain, when Mr. Baggot, the chief Mate, came to him and said, "Sir, the ship is going down, we have done every thing to save her." To which the Captain answered, "It cannot be helped."—She then gave a heavy heel to port and sunk like a stone. I shall not quote any lines from authors to make the tale more melancholly, or add the losses of other ships to enlarge my Narrative, but shall leave it to the reader to pic-

ture to himself the horror and confusion the ship must have been in at the time. Just as she was going down, I observed the boat on the quarter was full of men, so that I was sure their lives were in danger, I therefore did not attempt to get into her, but asked the Pilot (who was then on the poop), What water there was?—he replied eleven fathoms; I then thought it was possible to save myself in the tops, I therefore ran up the rigging, and so preserved my life. I think it was about ten, or a little after that hour when the ship went down. Shortly after she had settled, I observed two or three sloops passing our stern, we hailed them, when they answered they would come and pick us up; however, they did not come immediately, for very good reasons, they were more humanely employed in saving those who were clinging to the wreck in the water. I remained in the top till near one o'clock, when a sloop that had anchored near our quarter, sent her boats and took the men from the tops; the men behaved uncommonly well, for they did not jump into the boats at once as was natural to suppose from their perilous situation, but went in as they were desired by the master. When all were

in the boats, Mr. Mortimer, the 6th Mate, observing a man in the cat harpings, desired the boat to wait, when he directly ascended the shrouds and found Serjeant Heart, of the 22d Foot, almost frozen to death, he took him down and put him in the boat, and when the sloop landed the men in the morning, he was taken to the Globe Public House, apparently dead; Mr. Bryer, medical assistant to the humane society, being then on the spot, applied the means that are used by that society in suspended respiration, and so far succeeded as to recover circulation of blood, even to open his eyes and to swallow liquids, but after five hours most attentive care, he had the mortification to see him expire.—This was the man who had so earnestly attempted to save his wife's life, and who in the last agonies of death, had fastened her teeth to his left hand, the mark of which were very evident.

The death of an old Portuguese was most remarkable: he was carried into lodgings with strong symptoms of fever and debility, and being visited by the aforesaid medical gentleman, he appeared daily better until the Saturday, when he requested the nurse to procure him a large wax candle, with the

only shilling he possessed, and desired her to light it and place it by his bedside, saying, "That she was by no means to extinguish it, until he was dead." From that time altho' perfectly sensible, he refused receiving any medicine or nourishment, or even speaking a word, but continued fixing his eyes on a Roman Catholic Prayer Book, until Sunday morning, when he expired.

It is worthy of remark, that it was known at Weymouth before eight o'clock, by an officious gentleman, that the ship was on the Shambles, who took care not to make it known to people who might have used their endeavours to save the ship and lives,—the reason for it is best known to himself. I remained on board the sloop until half after five, when a pilot row-boat came on board, and took me on shore.—At day light, the sloop that had the people on board reached the shore and landed them. The crew of the Three Brothers, deserves the highest encomiums, they having given up every thing for the comfort of those that were saved. When all the people were landed, they were put into the Town Hall, and every comfort given them, as cloaths, grog and victuals, to the great honor of

the inhabitants. I must once more make mention of that worthy man, Mr. Bryer, who dressed all the men who were bruised or cut, and administered medicine to a great many, without demanding a farthing for the trouble and expence he must have been at. Mr. Forbes, a Cadet, previous to the ship going down, pulled his coat off to swim, but alas! he was picked up almost dead, and expired on board the sloop. The same sloop as she was endeavouring to save those in the water, observed twelve men on a spar, but unfortunately a squall overtook the vessel and laid her on her beam ends, the vessel went over the spar, by which not one soul of twelve was saved.

It has been stated at the India House, by the Carpenter and another man of the ship, that as they were clinging to a turkey coop, they hailed a sloop to pick them up, when they received for answer, "Hold fast until daylight and then you will be picked up." Several Masters of sloops have been examined by Captains Carter and Wilkinson, of the Greyhound Cutter, but nothing has yet come out to convict any one of them; I think that no one seeing the danger they were in, would have been so inhuman as to have

given them that answer,—however, every enquiry will be made, and if the brute is found, he will certainly be severely punished.

It would be needless for me to contradict many insertions that were in a late publication, as the public will perceive them both incorrect and improbable; one in particular, “That the cries of the people were heard from the Hills at White-noth, near Lulworth,” which is four miles from the spot where the ship is, the wind was N. E. which blew directly from the place; even when I was in the top, I could scarce hear their cries. It was also stated, “That Mr. Baggot, the Chief Mate, lost his life in attempting to save Mrs. Blair.” Mr. Baggot was on the poop when the ship was sinking, and went down the ladder to go into the long boat which was in the booms, but the sea overpowered him so much that he was unable to get to her, and he went down with the ship. Captain Wordsworth was nearly saved, had he not been entirely exhausted, for Mr. Gilpin, one of the Mates, endeavoured to save him, but it was in vain, he sunk to rise no more.

The cold was certainly severe, but not quite so

bad as the late pamphlets have made it out; or were there any persons washed from the tops or rigging after she had settled, but were perfectly safe. Many persons were frost bitten, and bruised extremely.

The ship was much crowded with Cadets and Passengers: we sat down at the Captain's table about 36, and at the Third Mate's mess about 14. The Captain was certainly one of the mildest men I ever observed, he justly deserved the title of Philosopher. He had property on board to the amount of twenty-seven thousand pounds, and I have heard, not more than ten thousand insured. The ships cargo was very valuable; she had 70,000 worth of Dollars, a great quantity of Lead and Wedgewood Ware. Her crew was by no means a bad one, she was much better off than many Indiamen that sail from England in war time; there were 164, including Officers, also 32 Chinamen, and 154 King's and Company's Troops.

A CORRECT

LIST OF PASSENGERS.

Thomas Evans, Esq. Sen. Merchant, Bengal,	Saved.
Miss Emila Evans, proceeding with her Father,	ditto.
Miss Jackson, proceeding with Miss Evans,	ditto.
Mrs. Margaret Blair,	Drowned.
John Routledge, Esq. Sen. Merchant, Bengal,	Saved.
Mr. Maxwell, Surgeon,	ditto.
Mr. Archibald Grant, going out as Writer,	Drowned.
Mess. Charles Davis,	ditto.
Edmund Bellew,	ditto.
Robert Gremshaw,	Saved.
Henry Joseph Glover,	Drowned.
James Hamilton,	ditto.
William Craig,	ditto.
Andrew Wight,	ditto.
John Forbes, (<i>picked up</i>)	ditto.
James Dent,—Cadets for the Artillery,	ditto.
Mess. Robert Dent,	ditto.
John Rutherford—Cad. for the Cavalry,	ditto.
Mess. Robert Marsack,	ditto.
Pynsent Lane, (<i>picked up</i>)	ditto.

William Graham, (<i>picked up</i>)	Drowned.
John Dick Leadbeater, (<i>picked up</i>)	ditto.
Rice Price, (<i>picked up</i>)	ditto.
John Grace,	ditto.
Henry Richard Barwell, (<i>picked up</i>)	ditto.
Cosmas Henry Stewart,	ditto.
Christopher Robinson,	ditto.
John Thwaites,	Saved.
William Baillie,	ditto.
Alexander Ballie Hanson,	Drowned.
Andrew Innes, (<i>picked up</i>)	ditto.
Charles Taylor,	Saved.
Joseph Johnson—Cad. for the Infantry,	ditto.
Ensign Whitlow, 22d Foot, (<i>picked up</i>)	Drowned.
Mr. Henry Durant, Assistant Surgeon,	ditto.
Dun Mahomed—Mr. Routledge's black servant.	
Peter Thomas—Mr. Evans's black servant.	Saved.

*Return of the Ship's Company embarked on Board
the Earl of Abergavenny East Indiaman, at
Portsmouth, on the 1st of February, 1805.*

SHIP'S COMPANY.

Names.	Stations.	Remarks.
John Wordsworth, Esq.	Com. (<i>picked up</i>)	Drowned.
Samuel Baggot,	Chief Mate,	ditto.
W. G. E. Stewart,	2d do.	Saved.
Joseph Wordsworth,	3d do.	ditto.
Thomas Gilpin,	4th do.	ditto.
John Clarke,	5th do.	ditto.
Henry Mortimer,	6th do.	ditto.
Jonathan Davie,	Surgeon,	ditto.
C. H. Stewart,	Purser,	ditto.
Anthony Gohan,	Boatswain.	Drowned.
Thomas Abbott,	Gunner,	Saved.
John Addwater,	Carpenter,	ditto.
William White,	Midship. & Coxswain.	ditto.

Names.	Stations.	Remarks.
Edward Pitcher,	Midshipman,	Saved.
John Barnett,	ditto,	ditto.
George Rason,	ditto,	ditto.
Richard Savage,	ditto,	Drowned.
Benjamin Yates,	ditto,	Saved.
R. L. Bourne,	Surgeon's Mate,	Drowned.
G. or W. Mackey	Calker,	Saved.
Joseph Kirk,	Cooper,	Drowned.
David Anderson,	Captain's Cook,	ditto.
Edward Baylan,	Ship's Cook,	ditto.
William Lindsay,	Captain's Steward,	ditto.
William Akers,	Ship's do.	Saved.
J. Phillips,	Boatswain's 1st M.	Drowned.
William Ives,	ditto 2d do.	Saved.
Charles Dunn,	Gunner's 1st do.	ditto.
Joseph Williams,	ditto 2d do.	ditto.
George Jacklett,	Carpenter's 1st do.	Drowned.
George Green,	ditto 2d do.	ditto.
Edward Mason,	Calker's do.	Saved.
William Humphries,	Cooper's do.	Drowned.
Robert Smith,	Quarter-master,	ditto.
George Thompson,	ditto,	Saved.
Philip Thomas,	ditto,	Drowned.
Daniel Coleman,	ditto,	Saved.
John Thompson,	ditto,	ditto.
Ambrose Barrett,	ditto,	ditto.
Charles Boyde	ditto,	ditto.
Joseph Palmer,	ditto,	ditto.
Thomas Calow,	Sailmaker,	Drowned.

Names.	Stations.	Remarks.
John Smith,	Armourer,	Drowned.
Charles White,	Butcher,	ditto.
Daniel Lundie,	Baker,	Saved.
Michael Fagan,	Poulterer,	Drowned.
John Thompson,	Captain's Servant,	Saved.
John Hudson,	Boatswain's do.	Drowned.
William Barnes,	Gunner's do.	Saved.
James Brown,	Carpenter's do.	Drowned.
Thomas Ashby,	Ordinary Seaman,	ditto.
Charles Brooks,	Seaman,	ditto.
Joseph Brown,	ditto,	Saved.
Peter Barnstoff,	ditto,	Drowned.
Thomas Brooks,	ditto,	ditto.
Frederick De Camp,	ditto,	ditto.
James Freeman,	ditto,	ditto.
John Gardiner,	ditto,	Saved.
John Hazard,	ditto,	ditto.
John Hind,	ditto,	ditto.
William Jackson,	ditto,	ditto.
Francis Joseph,	ditto,	ditto.
Magnus Lingren,	ditto,	ditto.
Stephen Malfort,	ditto,	ditto.
John Morris,	ditto,	ditto.
Domingo Peluko,	ditto,	Drowned.
Samuel Tippet,	ditto,	ditto.
Daniel Shultz,	ditto,	Saved.
Joseph Silver,	ditto,	Drowned.
Joseph Thomas,	ditto,	ditto.
John Tyson,	ditto,	ditto.

Names.	Stations.	Remarks.
Francis Barnard,	Seaman,	Drowned.
Dennis Driscoll,	ditto,	Saved.
Lackland M'Donald,	ditto,	Drowned.
Thomas Cruse,	ditto,	ditto.
William Davis,	ditto,	Saved.
John Davidson,	ditto,	ditto.
Nicholas Edburgh,	ditto,	ditto.
Francis Wood,	ditto,	Drowned.
Samuel Robinson,	ditto,	ditto.
John Bigoratz,	ditto,	Saved.
C. Wright,	ditto,	Drowned.
Joseph Bentley,	ditto,	ditto.
John Centonio,	ditto,	ditto.
Francis Kenness,	ditto.	Saved.
J. Franks,	ditto,	ditto.
Ant. Figuard, or Sepitz,	ditto,	ditto.
Gustavus Killstrom,	ditto,	Drowned.
Man. Katon,	ditto,	Saved.
James Murray	ditto,	Drowned.
Anthony Rubier,	ditto,	ditto.
Charles Rosingall,	ditto,	ditto.
John Rodrick,	ditto,	Saved.
John Santos,	ditto,	Drowned.
Feliciano Simago,	ditto,	ditto.
John Swinney,	ditto,	Saved.
Anthony Smith,	Ordinary Seaman,	ditto.
Anthony Descantos,	Seaman,	Drowned.
William Webber,	ditto,	Saved.
William Burke,	ditto,	Drowned.

Names.	Stations.	Remarks.
Jacob Moliere,	Seaman,	Drowned.
James Harris,	ditto,	ditto.
Thomas Howard,	ditto,	Saved.
Miguel Martin,	ditto,	ditto.
Daniel Tate,	Seaman,	Drowned.
John Bailey,	Ordinary Seaman,	ditto.
Ed. Creeler or Creolone,	ditto,	Saved.
William Evans,	ditto.	Drowned.
William Lovett	ditto,	Saved.
James Norris,	ditto,	Drowned.
G. Norman,	ditto,	Saved.
Richard Sparks,	ditto,	Drowned.
Edward Shaw,	ditto,	ditto.
Lawrence Shields,	ditto,	ditto.
Joseph Shores,	ditto,	ditto.
John Stadart,	ditto,	Saved.
Charles Sims,	ditto,	ditto.
Joseph Waters,	ditto,	Drowned.
John Laurent,	ditto,	ditto.
William Everest,	ditto,	Saved.
William Humphries,	ditto,	Drowned.
Henry Burter,	ditto,	ditto.
Robert Abbot,	ditto,	ditto.
Joseph M'Mahon,	ditto,	Saved.
John Stacey,	ditto,	Drowned.
John Honecks,	ditto,	Saved.
William Oliver,	ditto,	ditto.
James King,	ditto,	ditto.
John Bartlett,	ditto,	Drowned.

Names.	Stations.	Remarks.
James Baura,	Ordinary Seaman,	Drowned.
John Clark,	ditto,	ditto.
Jeremiah Damisiell,	ditto,	Saved.
William Evans,	ditto,	ditto.
Edward Ellison,	ditto,	ditto.
Cornelius Fandungun,	ditto,	ditto.
James Gold,	ditto,	Drowned.
Thomas Howard,	ditto,	Saved.
George Jason,	ditto,	Drowned.
Samuel Joseph,	ditto,	Saved.
Joseph Mellige,	ditto,	Drowned.
John Mackentyre,	ditto,	ditto.
Ant. Smith,	ditto,	ditto.
John Fitzgerald,	ditto,	Saved.
Michael Bougie,	ditto,	ditto.
Thomas Greenaway,	ditto,	ditto.
Matthew Pappowick,	ditto,	Drowned.
Nicholas Bell,	ditto,	Saved.
John Putz,	ditto,	Drowned.
James Robinson,	ditto,	ditto.
Manuel Joseph,	ditto,	Saved.
Joseph Martin,	ditto,	ditto.
Charles Cole,	ditto,	ditto.
James Mitzie,	ditto,	ditto.
Charles Matthews,	ditto,	Drowned.
John Miller,	ditto,	Saved.
Thomas Tavey,	ditto,	Drowned.
Timothy O'Brien,	ditto,	ditto.
Francis Purvis,	ditto,	Saved.

Names.	Stations.	Remarks.
Jos. Parsons,	Ordinary Seaman,	Saved.
William Macgregar,	ditto,	Drowned.
Jeko Anton,	ditto,	ditto.
Jos. Moffat,	ditto,	Saved.
Frederick May,	ditto,	Drowned.
James Brown,	Seaman,	ditto.

KING'S TROOPS.

8TH REGIMENT OF LIGHT DRAGOONS—11.

4 Saved.—7 Drowned.

24TH REGIMENT OF LIGHT DRAGOONS—14.

10 Saved.—4 Drowned.

22D REGIMENT OF INFANTRY—20.

7 Saved.—13 Drowned.

*Recruits destined for the Honourable Company's
Army in India—109.*

26 Saved.—83 Drowned.

*There were also 32 Chinese on Board the Earl
of Abergavenny—15 of whom were saved.*

The Court of Directors, ever anxious to alleviate
the pressure of misfortune—

Resolved unanimously—“ That in consider-
“ ation of the severe loss in baggage and passage
“ money, experienced by the undermentioned
“ Cadets for India, saved from the wreck of the
“ ship Earl of Abergavenny, viz.

“ Robert M. O. Gramshaw,

“ William Baillie,

“ Joseph Johnson,

“ John Thwaites, and

“ Charles Taylor,

“ they be presented with the sum of One Hun-
“ dred Guineas each, upon their taking passage
“ to proceed to India, according to their desti-
“ nation.”

F I N I S

